

SHIPPING & WATERFRONT NEWS

CORMORAN'S CAPTAIN THREATENED WITH LYNCHING BY GERMAN CREW

Master of Interned Cruiser Might Have Stretched Rope For Killing His Men

An army transport to arrive from Manila is expected to have on board the crew of the interned German auxiliary cruiser Cormoran of Guam, en route to the states as prisoners of war, to be placed in a detention camp on the mainland until the war is over.

That the Cormoran's crew threatened to lynch the vessel's commander for his act of blowing up the boat and killing seven German sailors on the day war was declared on Germany by the United States, is stated in a new story printed by the Manila Daily Bulletin as follows:

The captain of the German converted cruiser Cormoran, which was blown up in the harbor at Guam in order to prevent her falling into the hands of the American naval officials at that port, narrowly escaped rough treatment at the hands of his own men for having recklessly and unnecessarily sacrificed the lives of some of their fellow seamen in destroying the ship, according to the stories told by passengers arriving on the United States army transport Thomas, which brought 321 German prisoners from Guam to this city, en route to the United States, where they will be placed in a detention camp.

Will Prefer Charges
As it is, other officers of the Cormoran are so incensed that they will attempt to prefer charges in court against the captain when they arrive in San Francisco.

According to the stories told by those who came in on the troop ship, the demand for surrender of the Cormoran was made by a naval lieutenant, and not by Governor Groves, as was first reported. It is said that he went out to the ship in a small launch, accompanied only by one man, and, after having informed the captain of

the fact that war had been declared, asked for an immediate and unconditional surrender.

Ship Sank Rapidly
To this demand the captain replied by stating that he would surrender: the crew but would not give up the ship. Having only received instructions to demand the surrender of both crew and boat, the navy officer called attention to the fact that his ship was covered by the guns on shore and reembarke in his launch. The explosion came when he had gone but a short distance toward shore, and the Cormoran sank very rapidly.

Sailor Died Obeying Orders
The captain of the cruiser, it is stated, did not blow up his ship with bombs already in position, but caused her destruction through the firing of her gasoline stores. One of the members of the crew was ordered to perform this fatal duty, and, of course, was the first to perish, when the explosion occurred in the small gasoline compartment from which he had no opportunity to escape. It is also said that the captain gave no warning to the engineers and others on duty below decks in the boiler rooms, and that the fact that a large number of these were not killed is nothing short of miraculous.

As it was, men were left in the ship's brig unharmed, having been confined there for infractions of ship's discipline, and one of these was killed when the ship blew up. Might Have Lynched Captain
The remainder of the crew, the story goes, was so incensed at the heartless action of the captain in sending the ship to the bottom without allowing their comrades an opportunity to save their lives, that he would undoubtedly have been lynched by them had he not been given protection by the naval authorities at Guam.

Classed as Navy Prisoners
The prisoners themselves are considered as navy prisoners, and are being held under a marine guard. The officers occupied second class cabins to Manila, while the members of the crew were lodged between decks in the forward part of the ship.

Supercargo of Maverick Held

Saved from death at the hands of a firing squad under sentence imposed on him by a British court martial at Singapore, Jack B. Starr-Hunt, young supercargo of the Jensen filibuster, returned secretly to San Francisco to testify against those accused of fomenting revolutionary conspiracies against the East Indian government here, says the San Francisco Examiner.

Hunt's return to this city was as quiet as his departure nearly two years ago, when the famous Maverick slipped away from the Pacific coast on its adventurous attempt to carry a cargo of arms to the East Indian rebels, only to be captured by a Dutch cruiser off Batavia. His return to this country was accomplished by the intervention of the United States government with the British authorities, who conceded his release as necessary to the successful prosecution here of the Hindu plot.

Chief U. S. Witness
He will be the government's chief witness in the trials of all these accused Germans and Hindus, said to have been financed by German agents here to start anti-government uprisings in all parts of India to harass the British government and divert armed forces from France to India.

The plot had ramifications throughout this country. United States and British agents have been working jointly for over a year to uncover it. Hunt is under federal surveillance, and his testimony is vital shall have been concluded. He is now in Los Angeles. He will first be brought back here for the trial of Ram Chandra and his Hindu associates, leaders in the alleged conspiracy to foment Indian revolution.

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FLEET OF WOODEN VESSELS WILL BE STEAM DRIVEN AND BURN COAL

Interesting details about construction and design of the wooden vessels which the U. S. shipping board is having built to combat the U-boat menace and carry foodstuffs and munitions to the Allies, are printed in the San Francisco Examiner of May 23, which says:

The following facts with regard to vessels to be built for the United States shipping board were given out officially to various local builders yesterday.

"The outside price to be considered for wooden ships is \$500,000.

"The outside delivery to be considered is sixteen months.

"Steel for fastenings will be guaranteed for one vessel in sixty days. Builders who will construct more than that number of vessels may figure on monthly deliveries. July for the first vessel, August for the second, and so on.

Yards which undertake to build for the government will have to set aside all private work. Yards which tender bids will be sized up and it will rest with the local office of the board as to whether the yard is capable for fulfilling the contract properly.

Features of Design
"Speaking of the Ferris designs and the general plans and specifications, a local naval architect of prominence said yesterday:

"The plans of the vessels that are to be built for the emergency shipping board have arrived, and show considerable thought on the part of the board which got them up.

"Previous to preparing these plans the government had men investigate all facilities available for producing lumber, fastenings, and material for the construction of these ships, and

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CAHU RAILWAY TIME TABLE

OUTWARD

For Waialea, Waialea, Kahuku and Way Stations—9:15 a.m., 9:30 p.m.
For Pearl City, Ewa Mill and Way Stations—7:30 a.m., 9:15 a.m., 11:30 a.m., 12:15 p.m., 3:30 p.m., 5:15 p.m., 7:30 p.m., 11:15 p.m.
For Waialea and Lihoua—11:00 a.m., 12:40 p.m., 5:00 p.m., 11:30 p.m.
For Lihoua—12:00 a.m.

INWARD

Arrive Honolulu from Kahuku, Waialea and Waialea—8:30 a.m., 9:30 p.m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a.m., 9:35 a.m., 11:02 a.m., 1:38 p.m., 4:24 p.m., 5:30 p.m., 7:23 p.m.
Arrive Honolulu from Waialea and Lihoua—9:15 a.m., 1:52 p.m., 3:59 p.m., 7:13 p.m.

The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:30 a.m. for Haleiwa Hotel; returning arrives in Honolulu at 10:10 p.m. The Limited stops only at Pearl City, Ewa Mill and Waialea.

*Daily †Except Sunday. ‡Sunday only.

G. P. NISON, Superintendent. F. C. SMITH, G. P. A.

TWO BILLION SHIP MERGER IS COMPLETED

Honolulu shipping men are of the opinion that the inclusion of the Canadian-Australasian line in the big British steamship merger reported in yesterday's Associated Press despatches will mean no change in the schedule of the Niagara and Makura, the two liners of the Union Steamship Company of New Zealand, calling regularly at this port.

The local Canadian-Australasian agency, Theo. H. Davies & Company, has not yet received any advice regarding the merger. The shipping department is not aware whether the consolidation will affect the schedules of the Makura or Niagara, or mean the placing of additional steamers on the Sydney-Auckland-Suva-Honolulu-Vancouver run.

The wire despatches state the merger, which involves lines owning 500 vessels and valued at \$2,000,000,000, became known in a cablegram to the main offices of Hind. Rolph & Company, in San Francisco. The local agency of the company said this morning it has received no word of the consolidation.

Six Big Lines Merge
The merger is headed by Lord Inchcape, head of the Peninsular & Oriental steamship line. The lines which have been consolidated under one general management and ownership include the Cunard, Peninsular & Oriental, Commonwealth, Dominion, Allan and the Union Steamship Company of New Zealand.

Smaller Lines Also Included
These lines control all shipping between Australia, New Zealand and India and between the countries mentioned and England and Canada. Several smaller lines, besides the big ones mentioned, are included in the merger.

It is stated that the purpose of the merger is to make possible better steamship routing, to eliminate duplication of steamer service and to enable the operation of the shipping business on a more economical basis.

Mrs. Flatbush—Is your husband absent-minded?
Mrs. Bensonhurst—I should say he was! Why, this morning he set the alarm clock at 6, and then forgot what he had set it for.—Yonkers Statesman.

TIDES, SUN AND MOON.									
Date	High Tide	Low Tide	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets	
June 4	3:37 P.M.	2:0	3:31 A.M.	7:58	11:04	5:17	6:41	5:26	
" 5	3:18	2:1	3:16	8:37	11:50	5:17	6:41	Rises	
" 6	5:00	2:1	4:07	9:15		5:17	6:41	8:17	
" 7	5:42	2:0	5:02	10:01	9:36	5:17	6:42	9:11	
" 8	6:25	1:9	6:04	10:48	1:21	5:17	6:42	9:53	
" 9	7:10	1:7	7:17	11:35	5:17	6:42	10:16		
" 10	7:56	1:5	8:18	12:25	5:17	6:42	11:25		

Full moon, June 5, at 7:59 a.m.

Yellow Ticket Stunt Results In Loud Roars

The indignity of being served with yellow alien tickets upon arrival in San Francisco recently proved the last straw to the patience of the American passengers, who had been deprived of news and not overly well fed during the twenty-day voyage from an eastern port, says the San Francisco Chronicle.

The immigration rules require passengers of all foreign ships to be given tickets before the vessels dock—white tickets to American citizens, who are allowed ashore at once, and yellow tickets to all aliens, who are investigated before they are permitted to land.

The steamer arriving recently, a Dutch liner, made her initial entry into this port, and the purser, ignorant of the rules, issued yellow tickets to everybody on board.

The tickets were finally arranged in proper colors at the dock, but not before the alleged thickness of skulls in general and the purser's in particular had been indignantly advertised to the world at large.

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OLD DIRIGO, SUNK BY SUBMARINE, TOOK ISLAND SUGAR AROUND HORN

Another of the three old American sailing ships that used to carry Hawaiian sugar from Honolulu and other island ports to Philadelphia and New York around the Horn, will never spread her white sails to the morning sunlight and breeze again.

She is the Dirigo, reported in Friday's Associated Press despatches as having been sunk by a German submarine, her crew landing at Plymouth that day. The Dirigo was one of three American sailing vessels, submitted this week to their crews all landing Friday at European ports.

Carried Sugar Until 1909
According to A. M. Nowell, secretary and manager of the Sugar Factors, the Dirigo carried regularly cargoes of island sugar to the east coast around Cape Horn, from before 1905 up to 1909. She left Honolulu on her last voyage in the sugar trade, on June 25, 1909, arriving at Philadelphia October 22, 119 days later, with 5052 tons of sugar from Honolulu and other island ports.

Around Horn in 109 Days
In 1908 she made the distance around the Horn in 109 days, leaving here May 21 and arriving at an east coast port September 10; that time with 5084 tons. She continued to run in 1907, 1908 and 1909, until she was taken off the sugar-carrying trade by her builders and owners, the famous clipper ship firm of Arthur Sewall & Son Company, of Bath, Maine.

Old Ship of Frye
The old Dirigo was built in 1894. She was of 3005 gross and 2845 net tons, a four-masted ship, 112 feet long, 45 feet beam and 35.5 feet deep. She was a sister ship of the fine old William P. Frye, sunk by a German submarine a year and a half ago, her sinking almost precipitating the severing of diplomatic relations with Germany at that time.

Other Vessels Once Ran
Other famous old vessels owned by the same firm as the Dirigo's owners, and also engaged in the Hawaiian sugar trade, around the Horn, up to 1908 or 1910, included the Erskine M. Phelps, Arthur Sewall, Edward Sewall, which, burned at sea before the organization of the Sugar Factors; and smaller boats, including the Nuuanu and Pooking Suey, which took their sugar cargoes to New York.

"Joe" Gilman of this port was agent for the Dirigo while she was in the Hawaiian sugar trade. The sinking of the fine old ship has brought back memories of the olden days to Honolulu kamaeas, when steam had not superseded sail for cargo boats.

WELCOME IS GIVEN TO NEW SALVATION ARMY OFFICERS; BIG CROWD
The welcome meeting held last night in the Salvation Army hall at 816 Nuuanu was greeted with so large an attendance that many had to stand outside the doors.

Services of welcome were in honor of Ensign and Mrs. Gus Peterson and Cadet Faith Randall, who recently arrived from Chicago to assist with the Honolulu work of the army.

Adjutants James C. and Mrs. West were in charge of the welcome.

The inter-island steamer Claudine, leaving at 5 o'clock this afternoon for Maui ports.

HARBOR NOTES

Sugar reported Saturday by Purser Strathairn of the Mauna Kea as awaiting shipment on Hawaii is as follows: by plantations and bags: Oia, 76,732; Waialea, 29,000; Hilo Sugar Co., 25,300; Onomes, 12,500; Pepeekeo, 42,200; Honoum, 21,500; Hakaleu, 60,998; Lualabohoe, 32,106; Kaiwika, 26,377; Kulaleu, 18,977; Hamakua Mill, 31,193; Paauhau, 24,996; Honokaa, 45,500; Honuapo, 8665.

PASSENGERS BOOKED

Per Inter-island steamer Claudine, for Maui, June 4: Ben Vicars, Mrs. Streubeck, J. Fassoth, O. Johnson, W. W. Cress, Miss C. Faulkner, Ah Kee, Jos. Withford, H. M. Goodman.

PASSENGERS ARRIVED

Per steamer Kinau from Kauai, June 3: Elele to Honolulu—Mrs. Takai, Miss Takai, Nawihihi to Honolulu—G. R. Wilcox, Mr. and Mrs. W. Morris, C. Banks, Miss Kong, E. Resgo, C. Fukushina, Mrs. W. G. Pillar, L. Church, C. C. Peck, Mrs. A. Rice, C. A. Rice, Miss Elmhuist, Mrs. D. Hans, Mr. and Mrs. G. P. Wilcox, Miss Wilcox, Miss Hamano, Mr. T. Crawford, C. Ishioka, G. Sigueda, Miss A. Scott, Mrs. R. Wilcox, Dr. and Mrs. Putnam, O. Spalding, E. Knudsen, Mrs. Waide, Mrs. Numan, A. O. Battleson.

Per Inter-island steamer Claudine, June 3: From Kahului to Honolulu—Master Mandiola, Mrs. A. Mendiola, L. T. Lyman, Mrs. L. E. Taylor, C. S. Baker, A. Borba, L. Y. Hina, A. H. Hanna, Doo Kung, W. C. Moore, Miss Kikuo, J. No. Rapoca, Mrs. C. W. Slepner, Joe Sousa, B. Rauline, Adiu Weight, Jno. Brata.

Per Inter-island steamer Mikahala, from Maui, Molokai and Lanai, June 3: Lahaina to Honolulu—R. Gray.

Health Worry

only puts one further "under the weather." Often the best way out is to make a decided change in the daily diet, for sound health is largely a matter of selecting right food.

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